

# Bruce R. Watkins Drive



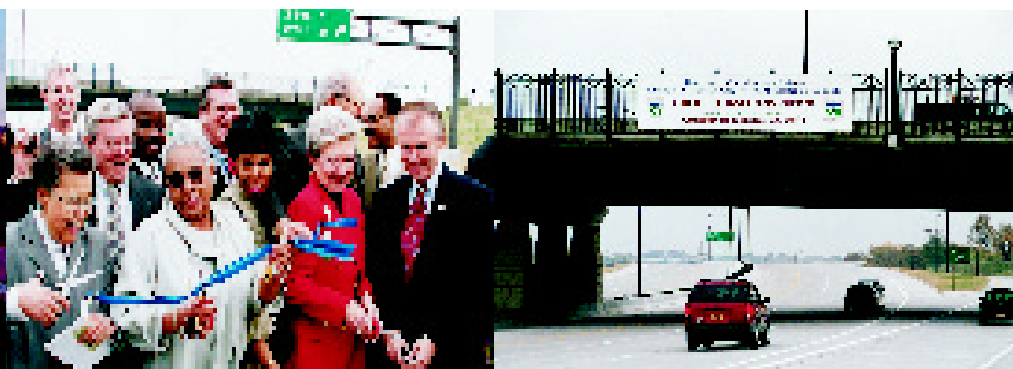
# Kansas City's Vital Link

Steer straight through an urban landscape on the city's new north-south connection

**By Dianna Lopez**

Photography by Cathy Morrison

Consider a ribbon of pavement weaving its way more than 10 miles past stone-façade sound barriers and uniquely designed lamp posts ... continuing under more than 40 ornate bridges, most featuring painted ironwork, some with decorative glass insets, brick pillars or towering columns ... and, soon, trees, shrubbery, flowers and other eye-pleasing landscaping sprinkled throughout grassy knolls.



It was a celebration to remember: the opening of Kansas City's Bruce R. Watkins Drive on Monday, Oct. 22, 2001.

Hundreds of people – those who've worked on and lived alongside the project – turned out for the event. That's because Watkins Drive – an extension of Route 71 – has had a positive impact on the community and on those directly involved in taking it from an idea to reality.

The roadway also will benefit motorists traveling between the suburbs and other cities south of downtown, and the heart of Kansas City.

## **The Partnership**

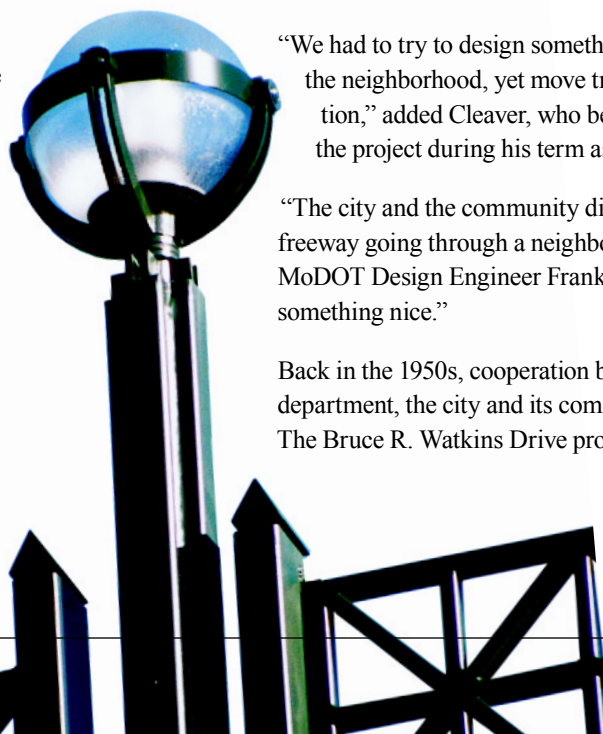
"I think you saw here, people coming together like they don't normally do in other cities around the country," former

Kansas City Mayor Emanuel Cleaver once said about Bruce R. Watkins Drive.

"We had to try to design something that would fit in with the neighborhood, yet move traffic swiftly to its destination," added Cleaver, who became highly involved in the project during his term as mayor in the 1990s.

"The city and the community didn't want an ugly, generic freeway going through a neighborhood," says former MoDOT Design Engineer Frank Green. "They wanted something nice."

Back in the 1950s, cooperation between the state highway department, the city and its communities was uncommon. The Bruce R. Watkins Drive project changed all that.



"I don't think the city planners really had a plan back then," says Kansas City business owner and Missouri Highways and Transportation Commissioner Ollie Gates.

He's referring to 1951, when the City Planning Commission first considered a transportation link from downtown to its southern portion and included it in the city's highway master plan.

"I think they were just looking to get from point A to point B," Gates says. "They weren't considering whether it would be an asset to the community."

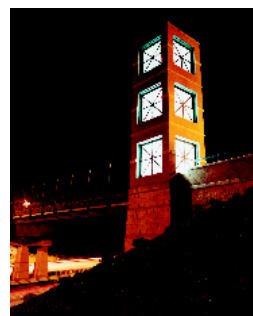
But many of those who have worked on the project say that's exactly what Bruce R. Watkins Drive has become.

## The Results

"It's a direct link from southtown to downtown. It connects suburban to urban," says Steve Porter, senior public affairs specialist for MoDOT's Kansas City district.

MoDOT purchased Porter's childhood home near 64th and Chestnut streets in spring 1970 to make way for the roadway project. Twenty-five years later that stretch of Watkins Drive was opened to travelers.

"A couple of years after that, many of our Chestnut neighbors gathered for a reunion," Porter recalls. "We were all pleased with the results, especially the enhancements."



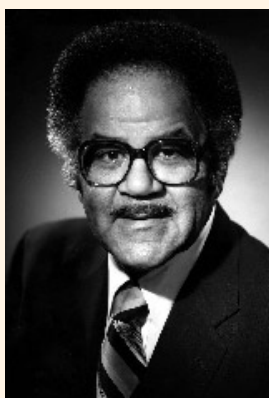
Watkins Drive runs 10.2 miles from near the Triangle in south Kansas City to Interstate 70 downtown. It carries 30,000-plus vehicles into and out of downtown

Kansas City each weekday, surpassing original projections.

The October celebration included opening the final stretch of the roadway – about two new miles of pavement, bridges and unique enhancements between Linwood Boulevard and I-70.



## The Name



Bruce R. Watkins Drive was named after one of Kansas City's pioneering black civic leaders. He's described by some as having made innumerable contributions to the development of Kansas City and toward the advancement of civil rights for blacks.

Born in Parkville, Mo., in 1924, Watkins was the first black elected to Kansas City's City Council, in 1963. He became the first black person to hold countywide office when he was elected Jackson County circuit clerk three years later.

In 1978, Watkins achieved another first as a mayoral candidate. That was his final achievement, before he died in 1980 from cancer.

"Bruce was a diplomat, a people person," says longtime friend Gates. "Many saw Bruce as the man who began to excite the spirit of Kansas City in regard to the black community."

That spirit and Watkins' achievements endure with the dedication of Kansas City's unique north-south roadway.

If Gates could start the Watkins project over again, he says he'd do it differently. His vision more closely resembles an autobahn – a high-speed roadway that encircles, rather than bisects, the city. Still, he says that Watkins



Drive has definite advantages.

Ed DeSoignie, executive director of the Heavy Constructors Association, says, "Watkins Drive

provides a connection within our metropolitan area between our communities and neighborhoods north and south of each other. It brings people together



in a sense of community, making Kansas City a better place."

"We didn't just create a generic highway through a metropolitan area," says former MoDOT District Engineer Dan Miller. "It's actually a beautiful facility. It's something I think we'll all be proud of for years to come."

## A Moment with Ollie Gates

by Dianna Lopez

**You don't have to talk long with Kansas City native and Missouri Highways and Transportation Commissioner Ollie Gates before you get a sense of what makes him tick: hard work and a lot of it.**

**In fact, you could say the same about the creation of Kansas City's Bruce R. Watkins Drive – with which Gates has shared an affiliation and interest for many years.**

"It's been a long and arduous task," the longtime Kansas City civic leader says in retrospect about the scenic Watkins Drive – a project that began in the minds of city planners back in the 1950s and has taken decades to bring to fruition.

"Look at all the bridges," Gates remarks. "I am really impressed with their beauty."

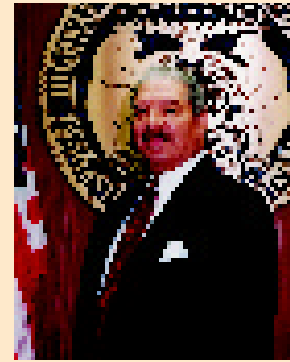
He credits the efforts of Kansas City and its Parks and Recreation Board, of which he was a longtime member, for wanting more than a generic concrete roadway. And he credits MoDOT for fulfilling the board's vision.

"When MoDOT offers Bruce R. Watkins Drive in its full splendor – when it presents it in a desirable, acceptable, accessible and beautiful manner, then I'll be even more pleased," Gates says. "Right now, I think we're headed in that direction."

The project's direction, like Gates' professional life, has taken many twists and turns. Still, the ideal of working hard and persevering has provided both the project and Gates a uniqueness all their own.

It's that stick-to-it attitude and strong work ethic that put Gates on Kansas City's list of movers and shakers.

Those qualities moved Kansas City Mayor Richard Berkley to appoint Gates to the city's Parks and Recreation Board in 1979. The position became vacant when Gates'



longtime friend, Bruce R. Watkins Sr., was stricken with cancer in 1978 and died in 1980.

"I was in a position to help folks," Gates says. "That's why I accepted the parks appointment."

It was while serving as a parks commissioner for 20 years that Gates championed the Bruce R. Watkins Drive project.

"I think Watkins Drive is becoming a blessing," Gates says. "I think it's helping to clear the blight from our neighborhoods. It's begun to influence homeowners and businesses along the roadway to upgrade their property."

Gates also says he believes some downtown areas that have suffered because of urban flight will enjoy the advantages of new access.

With the completion of Bruce R. Watkins Drive, you'd think Gates would now take time to enjoy it. Not Gates. He's a very busy man. Between overseeing his restaurant business and serving on the Bruce R. Watkins Foundation, the Spirit of Freedom Fountain, the Enshriners civic boosters and more, Gates is interested in keeping his "tentacles out."

"It's so hard," Gates says. "I am a wanting person. I want to do so much more. I don't have enough tentacles." Then he adds, "I like to do so many things. I like to keep moving."

# Nest Success

A little bird with a unique nest inspires  
a flight of fancy at MoDOT.



**By Melissa Black**

MoDOT always puts safety first – even if it’s the safety of a little brown bird in northwest Missouri. That’s why MoDOT couldn’t stand by after discovering the bird’s fate literally was placed in its hands. The department made the most of an unusual opportunity and let an idea take flight.

On a warm summer day last year, a MoDOT crew was gathering fill dirt from a bank off Route 159 in the northwest corner of Missouri in Holt County. As the backhoe began scooping dirt from the cliff side, a strange phenomenon occurred.

“The crew noticed a large number of birds swirling around the equipment operator and these odd-looking little holes in the side of the cliff,” says Keith Hoover, MoDOT maintenance superintendent for the Maryville area. “We weren’t sure what was going on, but we stopped digging the bank so we could dig further into the situation.”

Local experts at the nearby U.S. Fish and Wildlife Service Squaw Creek National Wildlife Refuge said the birds were part of a colony of bank swallows, a neo-tropical bird that migrates in the fall to Central and



# People *in motion*



**By Pam Droog**  
Photography by Mike Wright

**Eve  
Jost**

**Location:** MoDOT’s Traffic Information Center in Chesterfield.

**Position:** Customer Service Representative

**How she got there:** Jost started at MoDOT in 1993 as a receptionist after working for various St. Louis law firms for several years. She joined MoDOT’s St. Louis area Customer Service Center when that operation was created in 1996.

“I met everybody. Everyone who works at MoDOT came through the door, along with St. Louis mayors, senators, media people. It was a very high-visibility job and I really liked it.”

**What she does:** Jost switched to the night shift in 1998. She answers the phones from 3:30 p.m. to midnight, Monday through Friday. Some callers ask about construction, where highways will be closed and in what direction.

“We have a lot of nighttime construction, and no one wants to get stuck taking 30 minutes to drive half a mile.”

Most of Jost’s nightly calls are from police or Highway Patrol officers, notifying her about emergency situations.

“They let me know if we need to respond to an accident or a fuel spill or a flooded roadway, for example. Then I get the boys out there to take care of it.”

The “boys” include MoDOT’s emergency response team and a night electrician, who’s on hand to repair broken lights or signals. Until 7:30 p.m., Jost also works with MoDOT’s Motorist Assist crews, who clear up traffic incidents and help stranded motorists on the major interstates.

**Some memorable calls:** Jost once got a call from “a very talkative little old lady,” she recalls. “She told me her driver’s license was suspended, and she had been traveling by riding lawn mower. She had a lot of cats and asked if MoDOT could pick up

*continued on page 9*

# "The crew noticed these odd-looking little holes ..."

South America. This particular colony had been nesting in the area – specifically, in the cliff where the highway workers took fill dirt – for 15 years or more.

## Loess is More

The dirt of choice for bank swallows is actually called loess. This type of soil is found only in river areas in China along the Yangtze River, a few areas in Germany, and along the Missouri River in northwest Missouri and southwest Iowa.



Loess is extremely thick, from 10 to 60 feet. Unlike ordinary dirt, which crumbles and moves easily when disturbed, loess can be cut without eroding. This makes it a perfect habitat for the swallows, and allows them to nest well out of predators' reach.

After the bank-swallow colonies migrate north in the summer to breed, males begin to dig a hole in the loess (some birds won't use an old hole). The birds then pair up, and both the female and male bird work together to excavate a two-to-three-foot tunnel that slopes upward slightly at the end. Inside, the birds create a nest lined with grass.

## MoDOT Teams Up

The bank swallow is one of approximately 75 swallow species in the world. Only eight of these are found in North America, and only six are common in Missouri. The birds have slender bodies with long, pointed wings. At just 5-1/4 inches long, they're the smallest swallows, distinguished by a brownish-gray breast band. They feed on insects and hunt with their mouths open as they fly, swooping and darting to zero in on prey.

"Swallows can usually be seen perching in long rows on branches and wires," says Charles Marshall, environmental education specialist for the Squaw Creek Refuge. "But, because bank swallows usually nest in remote river areas, few people have had the opportunity to watch them up close."



As soon as MoDOT learned about the bank swallows, it formed a partnership with the Squaw Creek Refuge to protect the site for the birds.

"This site is very unusual because people can actually get close enough to watch the bank swallows," Marshall says. "It's not fancy, and to an average person who knows very little or nothing about the bank swallow, they might take this site for granted, but it's truly significant."

## Wings and Prayers

The refuge developed and installed two signs to help educate visitors about the bank-swallow habitat they were viewing. MoDOT created a gravel parking lot and installed barriers to keep visitors from getting too close to the colony. Crews used on-hand supplies to create the pull-off area quickly and inexpensively. In all, it took less than one day to create the site – but the positive effects ought to last well into the future.

"This isn't something anyone really planned for," Marshall says. "We just got lucky and it happened. In situations like this, you just find a way to make it work."

Both organizations continue to contribute to the beauty and success of the site. They both pick up trash and mow to keep the area an inviting habitat for both birds and observers. Plans also are underway for the two agencies to collaborate on an educational bank-swallow brochure that will be available next spring.

"This cooperative effort between our two agencies shows how much good you can



# People *in motion*

continued from page 7

do just by working together and caring a little,” Marshall says. “We want to promote this site more to the general public so more people can enjoy it.”

In addition, Hoover says, once the birds have left for the summer, MoDOT maintenance crews will use a backhoe and loader to clear away some of the bank dirt, to make it appear there aren’t as many holes.

“We did this last year with good results,” Hoover says. “Some of the birds don’t like to nest in recycled holes, so this gives the birds more area to make new nests.

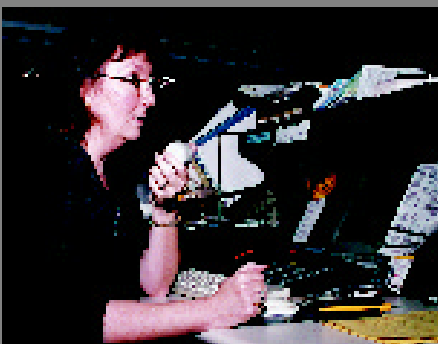
“It’s good for the birds and us, because we can use the dirt. We can all be good for each other.”

Marshall adds that the bank swallow is one of many birds to be found at the nearby Squaw Creek National Wildlife Refuge. Established in 1935, Squaw Creek has more than 7,350 acres of man-made marshes that supply food, water and shelter for 31 kinds of mammals, 35 species of reptiles and amphibians, and 273 species of birds. At peak migration times, Squaw Creek visitors can see as many as 300,000 snow geese, 100,000 ducks and 300 bald eagles.

“We try and pay attention to the numbers of all our birds, and the number of neo-tropical birds seems to be declining in recent years,” Marshall says. “If we’re going to maintain the numbers we have and protect future generations of birds, we’ve got to provide the habitat for them.” ■

## Painting on page 6, “The Bank Swallow,” by John James Audubon (painted in 1824)

According to John James Audubon in *Birds of America*, “The sociability and gentleness of these birds, ... the low and unobtrusive twittering of their voice, in short, all their actions and economy, are delightful to contemplate...”



*A caller once asked Jost if MoDOT could pick up and deliver an 80-lb. bag of catfood...*

an 80-pound bag of cat food and deliver it to her, and she’d pay us back. I told her, ‘I’m sorry, but we don’t deliver cat food.’ ”

Sometimes callers want to know how to plan a trip.

“A woman asked how she could get from St. Louis to California on old Route 66. I told her to take Interstate 44. She called back and said, ‘You didn’t tell me which direction.’ ”

Jost says sometimes callers can be quite irate, “ ... but I know they just want to vent. I focus on the majority of the people who are so nice. If you’re friendly and try to help, they really appreciate it.”

**Favorite part of job:** Jost has fewer parking problems and is less exhausted when she gets home since switching to the night shift because she avoids rush-hour driving. She can wear jeans every day, so she also spends less money on clothes.

“But my real favorite thing about this job is when a customer calls in to thank us for some work we’ve performed.”

**After hours:** Jost enjoys cooking German and Russian food, hooking rugs, gardening and reading – historical novels, mysteries, westerns or anything by Cormac McCarthy. She and her husband, Reinhart, who teaches German at Saint Louis University, travel every other year to his native Germany.

“There’s nothing like having a native European show you all the interesting sights. You don’t have to struggle to figure out the train schedule.”

**Useful information:** When you call 1-888-ASK MODOT (275-6636), you’ll automatically be connected to the Customer Service Center in your area or General Headquarters in Jefferson City. Customer service representatives like Eve Jost are standing by to take your transportation emergency calls, answer transportation questions, provide maps and MoDOT publications, and tell you about road-condition and construction-project status.

# 2001 Annual Report

# Accomplishments

## From the Director

### Missouri Stands at a Crossroads

In addition to *Pathways* features, we have included the Missouri Department of Transportation's 2001 Annual Report within these pages. This report reviews MoDOT's progress



over the past fiscal year, including a look at our achievements, financial summaries and transportation resources. The goal is to give you an idea of where we've been and where we're headed.

Missouri's statewide system of highways and bridges is a \$60 billion asset that includes more than 32,000 miles of pavement – the seventh-largest state road system in the United States. In addition to constructing and maintaining highways, MoDOT also oversees Missouri's rail, aviation and waterway systems.

Many people don't realize the depth of MoDOT's responsibilities. Our job doesn't end with highways. We also mow and pick up litter on 350,000 acres of roadside, maintain 19 rest areas, install more than 120,000 signs on state routes, protect travelers and workers in hundreds of work zones, and help our customers at every opportunity.

Answering these challenges is no small task as our funding resources dwindle. Currently, Missouri must maintain this immense transportation system with one of the lowest investments per mile of highway in the United States. Right now 45 states receive more revenue per mile than Missouri. And about half of those states receive at least twice as much per mile!

Today, Missouri stands at a crossroads. We want to meet the state's transportation needs in a first-class manner, but our current resources are insufficient.

It's time for Missourians to make some tough choices. The decisions that we, as citizens and taxpayers, and our legislators make in the coming months will affect the state of our transportation system for years to come.

Henry Hungerbeeler

## Fiscal 2001: Business Not "As Usual"

In fiscal year 2001, business was not "as usual" for the Missouri Department of Transportation.

MoDOT developed a comprehensive business plan to help the agency achieve its objectives. Employees use this plan to learn how their work impacts the department's values and goals.

Goals related to safety, project development and delivery, planning, communication and management of resources were established, and the progress toward achieving them was tracked throughout the fiscal year. The results helped MoDOT identify its areas of strength and those needing enhancement.

Using this data, MoDOT developed plans to focus its efforts in fiscal year 2002 on the most critical organizational objectives. Tracking and analysis of these issues began in July.

Here are some examples of our accomplishments in 2001.

### Increased Funds to Rehabilitation and Reconstruction

In January, the Missouri Highways and Transportation Commission approved an interim funding distribution for fiscal years 2004-2006. The distribution designates core funds to be split evenly between urban and rural areas, with 50-60 percent of rural roadway support allocated for maintaining the existing system. Sixty percent of bond funds in 2002 and 2003 will be allocated to rural areas. The shift of funds was further applied when the commission approved the fiscal year 2002-2006 Statewide Transportation Improvement Program, which increases rehabilitation and reconstruction funding from 31 percent in fiscal years 2002 and 2003 to 55 percent in fiscal years 2004 and 2005.

### Record Contracts Awarded

MoDOT awarded a record \$908 million in contracts. This total represents an increase

of 321 percent over fiscal year 1991 figures, when \$283 million in projects were awarded.

Contracts for many important projects were part of the record award, including the Interstate 170/270 interchange in St. Louis (\$41.5 million), a new St. Francis River Bridge near Cardwell (\$12.4 million), and projects on Route 364 in St. Charles County (\$30.9 million), Route 60 in Howell County (\$21.1 million) and Route 36 in Macon County (\$18.2 million).

### Agency Earns National, Statewide Awards

The American Association of State Highway and Transportation Officials honored MoDOT with numerous awards during fiscal year 2001. The AASHTO Trailblazer Award was presented for MoDOT's constituent-service quality survey that gauged public opinion on a variety of issues. AASHTO further recognized MoDOT with the 2000 Excel Award from its Public Affairs Subcommittee.

As described in more detail below, MoDOT also was chosen to receive two awards in value engineering, one from AASHTO and one from the Federal Highway Administration.

MoDOT earned a Qualifications-Based Service Award from the American Consulting Engineers Council and the National Society of Professional Engineers for its use of engineering firms to help deliver the statewide transportation plan.

The Missouri/Kansas Chapter of the American Concrete Association selected three paving jobs in northwest Missouri for superior achievement. The first job was a concrete overlay that was named the best concrete overlay paving project completed in Missouri in 2000. Two awards also were given for whitetopping jobs, one at Belt and Mitchell in St. Joseph, and one for Route 71 in Andrew County.

### Safety Legislation

Two major pieces of safety legislation were passed during the 2001 session of the Missouri General Assembly. The first was work-

zone safety legislation (Senate Bill 244), which adds a \$250 fee to the tickets of motorists who exceed speed limits in work zones and/or pass another vehicle in a work zone. The second bill (House Bill 302) lowers the blood-alcohol content necessary for a conviction of drunken driving from .10 to .08. Passing the bill made MoDOT eligible for \$3 million in federal grant incentive money.

### Commission Approval of MoTIS

The Missouri Transportation Investment Strategy was developed in collaboration with transportation partners across the state and approved by the Missouri Highways and Transportation Commission in June. MoTIS uses the eight major-investment goals established in the Long-Range Transportation Direction to assist MoDOT in setting priorities for future projects. MoTIS sets out funding scenarios detailing what MoDOT could do with additional funds at the \$200 million, \$400 million and \$600 million levels. The major projects listed in the funding scenarios are MoDOT priorities, but they are not listed

in priority order, nor are they commitments. Funds will be committed to specific projects when the appropriate funding body has acted.

### Value-Engineering Savings

MoDOT's continuing efforts to save Missourians time and money were recognized with two national awards for outstanding engineering achievement.

MoDOT's value-engineering program is designed to provide the greatest benefits for taxpayers through innovation and cost controls applied in all phases of highway construction projects. Since its start in 1987, the program has saved Missourians more than \$110 million, a return of \$51 for every \$1 invested in the program.

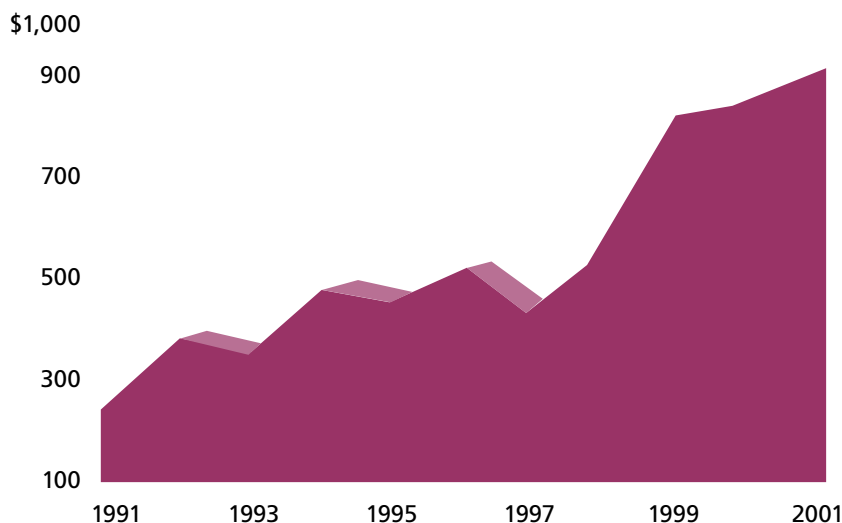
MoDOT received the Federal Highway Administration's 2001 Value Engineering Outstanding Achievement Award. The department also received AASHTO's Value Engineering Achievement Award for design of a bridge replacement on Route 52 in Miller County.

The AASHTO National Value Engineering Award for the Most Innovative Proposal in Engineering was for creative steps in designing the new Tavern Creek Bridge on Route 52 near St. Elizabeth last year. MoDOT's innovative and cost-effective design improvements to the roadway, bridge and temporary bypasses will save an estimated \$870,000 on the \$5.5 million project. MoDOT received similar AASHTO awards in 1999 and 1997.

*Continued on page 18*

## Record Contracts Awarded

Millions of Dollars



# Highlights 2001 Annual Report

## Building Missouri: 2001 Construction Highlights

MoDOT is responsible for more 32,000 miles of highways and bridges. The effort needed to build and maintain this \$60 billion asset is enormous. At any given time, MoDOT may have hundreds of highway expansion and improvement projects in progress.

This section is a mere sample of work the department undertook for 2001. The projects listed on the following pages were under construction between July 1, 2000, and June 30, 2001. The list consists of some of our construction highlights and does not include all projects started or completed by MoDOT during that time.



### Kansas City

**Bruce R. Watkins Drive** – Route 71 link between downtown Kansas City and the Triangle opened in October.

**Missouri River Bridge at Lexington** – Construction continued on the new Route 13 bridge.

**The Triangle** – Reconstruction of Interstate 435 and resurfacing work on Route 71 marked the beginning of improvements to Kansas City's most complex interchange.

**Route 50** – Resurfacing Route 50 from Todd George Road to the Johnson County line. The project, which includes a new bridge over Route 7, continues through next year.

**Interstate 70** – Emergency resurfacing of I-70 between Interstate 470 and Route 7 took place this fall in Jackson County. I-70 resurfacing continues next year in Lafayette County.

**Route 71** – A four-year pavement-replacement effort through Harrisonville reached its midpoint.

**Route 169** – Paving from north of I-435 to Commercial Street in Smithville began a two-year effort that will reach to Route DD in Smithville.

**Route 210** – The final section of a relocated Route 210 between Kansas City and Richmond opened in July.

### St. Louis

**Route 40** – Route is being widened from two lanes to three lanes in each direction; the Route 94 bridge is being replaced and a new Route 94/Route 40 interchange will be constructed.

**I-44** – Pavement and resurfacing work is being done from Route 30 at St. Clair in Franklin County to the St. Louis County line.

**I-55** – Construction began on a new interchange at Route 141, and I-55 is being widened from two lanes to four lanes in each direction.

**I-70** – Replacing bridges at Branch, Prairie, Angelica, Grand, Buchanan, Riverview, Adelaide, Terminal Railroad bridge at West Florissant, West Florissant and Taylor in St. Louis City.

**Route 141** – Route is being widened and relocated. Construction on a new interchange at Big Bend began.

**Route 364** – A new roadway and bridges over the southern tip of Creve Coeur Lake and over the Missouri River are being constructed. A new interchange at Route 94 is being built.



## North

**Faraon Street Bridge over I-29** – This bridge is being replaced with a design that meets current interstate standards.

**Frederick Boulevard** – This major city street is being widened. Sidewalks and a traffic light are being added.

**Mark Twain Memorial Bridge** – A dedication and opening of the bridge was held.

**North Central Missouri Regional Airport** – Construction began on a new airport just north of Route 36 three miles east of Brookfield.

**Route C** – The bridge was replaced over the South Fork North River in Marion County.

**Route 6** – The bridge was replaced over Little Medicine Creek in Grundy County.

**Route 36** – Route was widened to four lanes from the Missouri River east to the Livingston County line.

**Route 36** – This highway is being widened from two to four lanes from the Caldwell County line to Chillicothe.

**Routes 61 and 79** – Flood damage was repaired near Alexandria and Hannibal.

**Route 61** – Pilot program began to resurface route just north of Eolia with Road Armor, a process that can resurface roads in a few hours.

**Route 63** – This highway is being widened from two to four lanes from Moberly to the Boone County line.

**Route 63 and 24 Junction** – Construction began on a commuter parking lot, and interchange lighting was installed.



**Route 71** – Route was widened to four lanes from Savannah to Maryville.

**Route 136** – The bridge was replaced over the North Wyaconda River in Clark County.

**Route 151** – The bridge was replaced over Flat Creek in Monroe County.

## Central

**Route AC** – This Columbia project will widen Nifong Boulevard from Route 163 east to Grindstone Avenue and Route 63.

**Route 5** – A new Route 5 Niangua Bridge is being constructed in Camden County.

**Route 50/63** – A fully directional interchange is being built at the junction of Route 50 and Route 63 in Osage County.

**Route 54** – A new diamond interchange is being built at the junction of Route 54 and Route HH in Callaway County.

*Continued on page 25*



# *Ridin' and Stridin'*

## MoDOT Paves the Way for Cyclists and Pedestrians



The St. James/Maramec Trail offers hikers an inspiring view of Missouri.

High price of gas got you down? Try taking a walk. Or better yet, go ride a bike. You won't be alone. Thousands of Missourians are hitting the trails, and MoDOT is making sure they've got somewhere to go.

Thanks to MoDOT and federal enhancement funds, new bicycle and pedestrian – or “bike/ped” – trails are rolling out across the state. From Kansas City to the Bootheel, walkers, hikers, bikers – even skateboarders and in-line skaters – are using these byways for transportation and recreation.

MoDOT's bicycle and pedestrian program began in 1992 to help the state's growing population of bicyclists and walkers find a better outlet for their interests. The program distributes information and raises public awareness about these popular forms of locomotion. A Bike/Ped Advisory Committee, comprised of government representatives, organizations and individuals interested in promoting pedestrian and bicycling safety and facilities, helps MoDOT organize events and offers guidance on building trails.

While the bike/ped program informs and educates the public, it is the enhancement funds program that keeps their chains lubed.

County and city governments have received millions of dollars to improve and create pedestrian trails since 1992. By law, enhancement funds must be used for transportation enhancements beyond “normal

elements of transportation improvement.” That means they can't be used just to fill potholes – they have to make things better aesthetically or culturally.

Local governments and organizations apply for the funds, which are distributed after their applications are evaluated.

### Safety for Young Cyclists, Students and Tourists

While these trails offer wonderful ways to enjoy the outdoors, their function reaches far beyond aesthetics. Many of the trails help keep kids off the street. Literally.

“Some trails are designed so cyclists can avoid the road system,” says Rick Pilcher, district liaison for MoDOT's South Central district in Willow Springs. “They get people from point A to point B and let the kids ride in a safe environment.”

This goal influences the layout of several trails. Many across the state link public-use facilities, like libraries and civic centers, to subdivisions. In some cases, bicyclists can hop on their bikes in front of their homes, pedal to the local library and never come near an automobile.

Even bicyclists and walkers who don't live in the community benefit from these trails, Pilcher says. One bike/ped trail currently under development runs from St. James to Maramec Iron Works. It is designed to encourage highway travelers to pull over for a breath of fresh air.

“We're planning to attract a lot of tourists with the St. James to Maramec trail,” Pilcher explains. “They'll be able to stop, take a walk or have a bike ride. There's quite a bit to see.”

Some sites on the trail include an old-growth pine forest and the Woodson K. Woods Conservation Area. Add in the rolling Missouri countryside and you have a nice place to break from an Interstate 44 road trip.

Several Missouri communities also are enjoying the practical benefits of bicycle trails. Just take a look at Kirksville.

“We were inspired by a survey we handed out to our citizens that said they wanted more bike trails,” says John Buckwalter, Kirksville's city engineer. “The first phase of our bike/ped trail linked the elementary school, junior high school and high school campuses to the YMCA.”

That was in 1997. Since then Kirksville has worked with Truman State University to link the campus to the trail system, which also connects with residential areas.

**Top: Properly marked bicycle lanes let cyclists share the road with motorized vehicles.**

**Middle: When finished, the Mississippi River Trail will be about 420 miles long and touch 10 states.**

**Bottom: Rails-to-trails conversions are a great way for communities to use abandoned rail corridors.**

## Rails-to-Trails

Aside from safety and scenery, bike/ped trails also offer land-use benefits. In many towns and counties you can find a rails-to-trails conversion taking place.

As abandoned railroad tracks are removed, long stretches of cleared, level ground are left empty. These areas provide the perfect landscape for a trail, a fact many communities are discovering.

The Katy Trail, managed by the Missouri Department of Natural Resources, is probably the best-known example of a rail-trail conversion. Spanning more than 225 miles across the state, the Katy Trail receives thousands of visitors a year. And it's not the only success story.

Another successful conversion can be found in Salem. City Engineer Bill Huffman says the concept fit perfectly with available land.

"We had a 4,000-foot length of track abandoned by the Frisco Railway that ran through the center of town," Huffman says. "It didn't take much to convert it to a nice hiking and biking trail."

Huffman says the city used enhancement funds to pave the trail with asphalt. A trestle bridge that crosses Spring Creek will be improved with handrails and decking to make it safe for public access. Benches will be added so people can sit and enjoy the creek.

"The trail basically goes by everything," Huffman says. "It starts at a subdivision by the city park, goes past a retirement home, past a high school and ends up at the new university."

There are many successful examples like Salem across Missouri, according to Ted Curtis, executive director of Trailnet, a not-for-profit group dedicated to creating

multi-use recreational trails, conserving greenways and encouraging walking and bicycling for recreation and transportation in the St. Louis region.

"We have three rails-to-trails projects in the St. Louis metro area alone," Curtis says. "And other sites are springing up in smaller towns across the state."

Bicyclists and hikers aren't the only outdoor-lovers to benefit from these conversions. Since the ground is level, most of these trails meet standards set by the Americans with Disabilities Act. This means people who are wheelchair-bound don't have to worry about difficult access or steep grades.

Curtis says the biggest community advantage to the program is land availability. Real estate is expensive and purchasing right of way for a bike trail can be costly. The rails-to-trails concept keeps costs lower.

"You can usually purchase it fairly easily," he says. "It's a quick, clean way to pick up land for the community."

## Stream Corridors

Another good place to find level land – a rarity in some parts of Missouri – is around flood plains. The flat areas around moving bodies of water provide the perfect locale for bike trails.

According to Marlene Nagel, community development director for the Mid America Regional Council, the planning organization for the Kansas City region, adding trails to these locations also helps preserve the streams.

"By preserving stream corridors from development and providing public access to them,





**Top: The St. James/Maramec Trail is designed to encourage travelers to pull over for a breath of fresh air.  
Middle: Truman State University is only one destination of the bike/ped trail in Kirksville.  
Bottom: The South Creek/Wilson's Creek Greenway in Springfield provides pedestrians a variety of destinations.**



we're offering opportunities for alternative transportation and recreation while protecting the environment," Nagel says.

Nagel notes a bike/ped trail project called the Heritage Riverfront Trail will link the Kansas and Missouri sides of Kansas City for pedestrians and cyclists when finished in 2005.

One of the best examples of bike/ped trails using stream corridors can be found in Springfield. The South Creek/Wilson's Creek Greenway ultimately will connect Meador Park on the east side of town with Wilson's Creek National Battlefield, 10 miles west.

Now about 50 percent complete, the trail gives residents a chance to enjoy a narrow strip of nature in the middle of town, says Terry Whaley, executive director of Ozark Greenways.

"Several years ago, it was decided to turn the land into a greenway before development overtook it," Whaley explains. "It was kind of a no man's land before that. Now the residents have access to the creek and can really enjoy it."

The path is more than four miles long and includes a pedestrian walkway that crosses Kansas Expressway. It links several different destinations, including Nathanael Greene Park, a Japanese Stroll Garden and Carver Middle School. In fact, one science teacher at the middle school offers a course based on the stream.

### **The Mississippi River Trail**

When it's completed, the Mississippi River Trail will be one of the longest bike trails in the nation. Stretching from New Orleans

all the way up to Minnesota, this route gives bicyclists 2,000 miles of pedal room.

"The trail touches 10 different states, and Missouri's portion will be one of the longest at 420 miles," says Wesley Stephen, MoDOT transportation planning coordinator in St. Louis.

The trail enters the Missouri Bootheel at Dorena. From there it follows state and local routes up to St. Genevieve. The trail is marked to Hannibal, and the latest phase was dedicated in St. Louis in September.

As with other trail projects, MoDOT joins with local partners to make sure the Mississippi River Trail is finished. MoDOT crews installed signs to designate the trail on state routes, and county and city governments did the heavy lifting on local roads.

"Without the help of the local street departments who put up the signs on their routes, we could not have done it," Stephen says.

MoDOT also teamed up with DNR, the National Parks Service and the Missouri Division of Tourism to make the trail a reality.

### **Where All These Trails Lead**

Whether it's for recreation, exercise or basic transportation, a lot more Missourians are beginning to walk and pedal their way around town and across the state.

Larry Welty, MoDOT acting bike/ped coordinator, explains, "All roads and highways offer opportunities for bike/ped routes. When properly designed, they can be the backbone of a transportation network." ■



# 2001 Annual Report

## Achievements

Continued from page 11

### Construction Map and Promotion of 1-888-ASK MODOT (275-6636)

In April, MoDOT produced *Show Me Progress*, the department's first statewide, comprehensive construction map.



The state highway map and statewide construction map were sent to people who requested either map individually. Both maps include prominent display of MoDOT's statewide toll-free customer service number, 1-888-ASK MODOT (275-6636). The construction map and the toll-free number help residents and visitors plan driving trips across Missouri.

### Quality Assurance Reviews

MoDOT formally endorsed Governor Carnahan's Commission on Management and Productivity Safety Initiative. In coordination with this endorsement, the department traveled the state to identify components of the MoDOT Safety Plan. Using a report card, each district and Headquarters was rated by its level of safety readiness, and further assistance was provided where needed.

### Contractor Bid Process

MoDOT developed a new process for entering contractor bids that doubled efficiency and reduced errors.

The new process allows staff members to enter bids almost immediately after they are read. As soon as bids for a particular call are entered, a member of the design staff checks totals in the contractors bid books

against the data on the computer. Errors can be corrected immediately, and the tabulations are only printed once.

### Commission Approval of Bond Projects

At a special meeting in January, the Missouri Highways and Transportation Commission approved a list of bond-financed projects that were forwarded to the General Assembly for its consideration. MoDOT proposed projects totaling \$403,456,000 in fiscal year 2002.

### Issue-Related Information

MoDOT's communication issues in fiscal year 2001 focused on safety, strategic planning, management of resources and delivery of the Statewide Transportation Improvement Program.

Members of the media, the general public, governmental officials and stakeholders were informed of the department's work and accomplishments through speaking engagements, news releases, regular agency publications and other informational materials.

Specific efforts included completing the Vision 2000 statewide tour, developing the MoDOT Positioning Communication Strategy, providing information for legislative funding proposals and managing high-profile media issues, such as the Ku Klux Klan Adopt-A-Highway case.

### Toll-Free Tracking

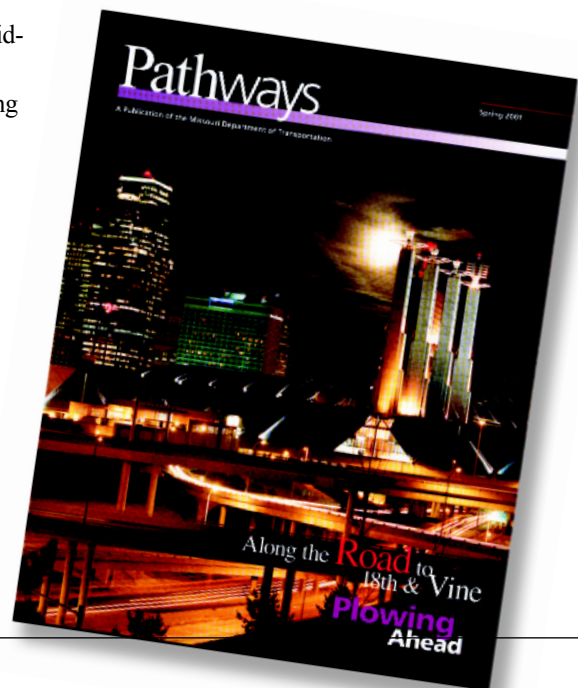
When a call is made to the toll-free customer service number, 1-888-ASK

MODOT (275-6636), it is automatically routed to the nearest district customer service center. MoDOT's monthly reports illustrate toll-free call routing and activity across the state. These reports provide valuable insight and measurement on the effectiveness of the toll-free number.

### Employee Publications

In the past year, MoDOT's internal monthly publication, *inside MoDOT*, covered a wide array of topics of interest to employees and retirees in every district. Subjects ranged from bond financing, awards and recognition, legislative updates and safety suggestions to MoDOT's participation in national transportation programs, educational outreach, roadside management, benefits news, innovations, celebrations and more.

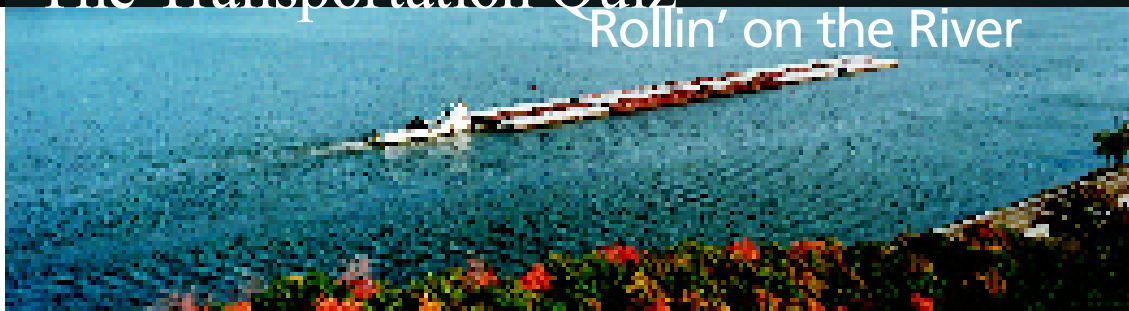
*Pathways*, MoDOT's quarterly magazine, acquainted Missourians with feature-oriented transportation topics, including how the state map is produced, snow-removal strategies, the enhancement funds program, rest area improvements and a visit to Kansas City's historic 18th & Vine Jazz District.



# In The Mode

## The Transportation Quiz

### Rollin' on the River



### Synchronization of Budget

The monthly commission budget has been synchronized with the legislative budget in order to capture all expenditures. As a result, the department's entire budget is more accurately reflected.

### EEO and Diversity Training

MoDOT examined its training programs and identified the number of female and minority employees who received Equal Employment Opportunity training and diversity training in calendar year 2000. The resulting report continues to provide the department with valuable information about the number of individuals who have been served by these programs.

### Employee Incentives

MoDOT offered its employees new incentives, including more flexible work schedules and the option to be placed on permanent part-time status for shorter periods of time than originally allowed by policy.

A flexible work schedule helps employees develop a schedule that allows them to work and still meet personal obligations. Flexible work schedules are particularly helpful for employees with children and those who provide primary care for ailing or elderly family members.

Likewise, permanent part-time status is valuable to employees who wish to spend more time with their families or to pursue their personal goals. The new policy allows employees to be permanent part-time for as little as three months, which opens up the possibility for employees to take off during the summer months.

Both incentives encourage employee productivity and job satisfaction as obligations at home and work reach a comfortable balance. ■

Missouri's transportation system includes an inland waterways system that links our state to the world. Mississippi and Missouri River ports handle more than 20 million tons of products each year, significantly contributing to the U.S. and global economies.

MoDOT promotes economic development by helping communities create port authorities. Once a port is established, MoDOT provides technical assistance, acts as an information clearinghouse, represents port interests and promotes waterborne transportation as a low-cost alternative. MoDOT also assists Missouri's six public ferry services that receive federal and state funding.

Test your knowledge of Missouri's waterways system.

**1 Missouri's inland water transportation industry employs how many people?**

- a) 800
- b) 1,400
- c) 2,200
- d) 3,500

**2 Which port ranks second in the U.S. in total tons of cargo handled yearly?**

- a) Cape Girardeau
- b) Kansas City
- c) Jefferson City
- d) St. Louis

**3 MoDOT provides technical assistance for how many Missouri port authorities?**

- a) 9
- b) 10
- c) 14
- d) 17

**4 Which of these is not a major commodity transported on Missouri waterways?**

- a) corn
- b) coal
- c) salt
- d) paper

**5 The annual value of shipments to and from Missouri by inland waterways is about:**

- a) \$4.1 billion
- b) \$5.5 billion
- c) \$6.8 billion
- d) \$9 billion

**6 Which of the following Missouri counties has a port authority?**

- a) Lewis County
- b) Cole County
- c) Pike County
- d) Gasconade County

**7 Which of the following Missouri counties has a toll ferry?**

- a) Mississippi County
- b) Shannon County
- c) Lincoln County
- d) All of the above

**8 How are the state's 1,050 miles of navigable waterways split between the Missouri and Mississippi rivers?**

- a) 275 Missouri, 775 Mississippi
- b) 350 Missouri, 700 Mississippi
- c) 550 Missouri, 500 Mississippi
- d) 600 Missouri, 450 Mississippi

**9 Which state is Missouri's leading domestic waterway-based trade partner?**

- a) Illinois
- b) Louisiana
- c) West Virginia
- d) Iowa

**10 Missouri's port authorities received how much state funding in 2000?**

- a) \$2.8 million
- b) \$4.4 million
- c) \$5.1 million
- d) \$6.5 million

Sources: National Waterways conference, Missouri Port Authority Association.

Answers: 1 - b; 2 - d; 3 - c; 4 - d; 5 - a; 6 - a; 7 - d; 8 - c; 9 - b; 10 - a.

# Destination:

## Missouri's Great River Road



Each issue, the *Pathways* staff chooses a notable locale – a place worth visiting – and explores the paths that lead to it, spotlighting attractions, points of interest, oddities and other items of note along the way.

After all, getting there is half the adventure.

**By Pam Droog**



**Champ Clark Bridge, Louisiana**

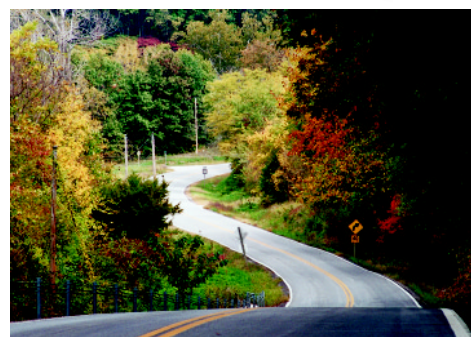
The one constant along Missouri's 407-mile Great River Road is the river itself. The legendary Mississippi flows contentedly beside bluffs and vast bottomlands, past historic river towns, next to railroad tracks and under bridges, making a profound impact on lives and livelihoods.

Our journey up Missouri's Great River Road begins on Route 79 in Pike County at Louisiana, the birthplace of Missouri Gov. Lloyd C. Stark, a major force behind the road (see related story, page 24). Louisiana begins at the river and rises up into the bluffs, where, for some, it ends at a hilltop cemetery with a spectacular view of the Champ Clark Bridge. The distinctly Southern atmosphere includes streets named for Confederate states, lined with an unusually large number of ornate antebellum homes for a town of 4,000.

Turn right off Route 79 and enjoy the scene at the riverfront park. Then head left on Georgia Street to Louisiana's downtown area, listed on the National Register of Historic Places. With its ornate storefronts topped with colorful gingerbread trim, this section of Georgia Street is one of the most intact Victorian streetscapes in Missouri. Browse in the many antique shops, and be sure to stop by the fascinating Louisiana Area Historical Museum.

Back on Route 79 north, a sign advises truckers to take an alternate route to avoid the hilly, curvy two-lane road ahead. But for those in smaller vehicles, the road is a pleasant journey up, down and around, past huge fields of soybeans and corn.

Turn right on Route TT and drive past the tiny town of Ashburn to the Ted Shanks Conservation Area, operated by the Missouri Department of Conservation. This hidden wetland habitat includes 6,705 acres of bottomlands, marshes, oxbow lakes and sloughs. In the spring and fall, a wide array of migratory birds, including egrets and herons by the thousands, plus the rare bald eagle, least bittern and king rail find refuge here. Pick up an auto-tour brochure at the headquarters building and take your time driving around and through this beautiful natural area.





**Mark Twain Memorial Lighthouse, Mark Twain Boyhood Home and Museum, Mark Twain Dinette**



The Great River Road continues north on Route 79. You know you're getting close to Hannibal because everything is named after Twain, Tom or Huck. There's simply no escaping the fact that Samuel Langhorne Clemens, aka Mark Twain, lived in Hannibal from 1839 until 1853.

The first Mark Twain attraction one encounters is the Mark Twain Cave, just south of Hannibal. It may be tough to re-live "the same exciting experience as Tom Sawyer and Becky Thatcher did many years ago" (as the official brochure notes) because the only way to see the cave is by a guided, 55-minute walking tour.

Route 79 goes up over a hill then down into the town of Hannibal. The popular historic district, right next to the river, is wide and bricked and closed to traffic. Here, all within walking distance, are three museums. Between them, you'll learn more than you ever thought possible about Mark Twain's life and times.

The Annex, 415 N. Main, includes one of his famous white suits and a cast of his hand. The Boyhood Home & Museum, 206-8 Hill St., is where young Sam and his family lived for nine years. The snazzy New Museum, Main at Center streets, features manuscripts and memorabilia, and 15 original Norman Rockwell paintings used as illustrations for special editions of *The Adventures of Huckleberry Finn*. View the Mississippi from the steamboat pilot-house replica, complete with pilot wheel and a steamboat whistle that works.

At the end of Main Street is the famous Tom and Huck statue, sculpted by Frederick Hibbard in 1926. Above it, on top of a hill, is the Mark Twain Memorial Lighthouse, the largest and most inland lighthouse in the nation. The steps up to it are steep but climbable.

Hannibal has its version of Lover's Leap, based on the classic story of thwarted lovers from warring Indian tribes. In this case, a Pawnee warrior and a Fox maiden preferred to jump together to their deaths rather than live apart. The stone cliff is fenced off to prevent modern lovers or others from jumping. The view of the town and river is excellent from here.

To recover from all the drama, visit the Mark Twain Dinette, home of famous Mark Twain fried chicken and tasty home-brewed root beer. It's located next to the historic district. Just look for the big twirling mug.

Heading out of Hannibal on Route 36 west, you'll encounter MoDOT's new single-point interchange, the only one in Missouri outside Kansas City or St. Louis. It's part of the department's \$5.5 million project to upgrade the busy Route 61/36 intersection by the end of the year.

A mile past the interchange, turn right on Route 168 north. This twisting road travels through woods and farmland to Palmyra, the county seat of Marion County. A plaque at the courthouse states Palmyra in 1860 was considered "the handsomest city in northern Missouri" (it doesn't say by whom).

The Great River Road continues on Route 61 north, a straight, fast four-lane that leads to Wakonda State Park. The 1,053-acre park attracts fishermen and waterfowl. Its natural sand beach, the largest in the state, attracts families and swimmers. Weird concrete bunker-like structures could be sculptures but actually are remnants of a once-thriving gravel business.

But what really sets Wakonda apart is its "Rent-A-RV" program, offered April 15 through Oct. 30. It's a neat way to experience a recreational vehicle "without the high costs of owning and hassles of towing," says a program brochure. Basic and fancy models are available.





**Cedar Falls Historic Village, Canton,  
stained glass window, Shrine of St. Patrick**



**Mark Twain Casino, LaGrange**

From Wakonda take two-lane Route B north toward LaGrange and the Mark Twain Casino. People from miles around waited four hours to get in on opening day, July 25. Outside, the structure resembles an old-time riverboat. Inside, the small but bright and brand-new casino offers blackjack, craps, roulette and slots from a penny up, plus a restaurant (the Clemens Café) and lounge. On an overcast Thursday afternoon, the place was packed.

The town of LaGrange is quiet and tidy, with roots back to 1795. People come here in the winter for eagle-watching. A few miles north on Route B is Canton, another good place to watch eagles as well as some of the 40 million tons of commercial river traffic that annually pass through the Army Corps of Engineers' Lock & Dam No. 20.

Or ride a boat yourself – namely, the Canton Ferry, the longest continuously operating ferry service on the Mississippi (since 1853). Early ferries, powered by two horses walking on treadmills connected to paddlewheels, carried westbound wagon trains and gold miners. Today, the “Paul B” is powered by two diesel engines. A relaxing round trip to Illinois and back takes about 12 minutes and costs \$7 (\$4 one-way).

Back on land, take a trip to the past at the Cedar Falls School and Historic Village and Remember When Toy Museum in Canton. Owner Robert Wyatt is not only headmaster at the school (which has 14 students, K-12), he's chief curator and contractor at the fascinating mid-19th century village, and main collector at the toy museum.

A good example of a hobby that grew, the complex started 12 years ago as a place to house Wyatt's extensive collection of old toys, which now numbers more than 10,000. “The village was an afterthought,” he says.

He turned an old building on the property into a store, and as people began donating building materials and antiques, Wyatt put up a general store, feed store, dry goods store and doctor's office (complete with donated skeleton).



Continuing north on Route 61 about 12 miles, take a quick side trip on Route Z west to St. Patrick, the only town in the world with a post office named for this saint. As expected, the tiny town rocks on March 17.

But you don't have to be there to share the blarney. You can send your letters to St. Patrick to receive a pictorial postmark, or purchase a specially designed envelope the postmaster will mail for you on or around St. Patrick's Day. For details, write: Postmaster, St. Patrick, MO 63466 or visit [www.mayo-ireland.ie/patrick.htm](http://www.mayo-ireland.ie/patrick.htm).

But any day of the year, the Shrine of St. Patrick is worth a visit, with its magnificent stained-glass windows featuring ancient Celtic symbols. And don't miss the Old Irish Gift Shoppe next door, where owner Nancy Kirchner offers an impressive selection of all things Irish.



Take Route Z back to the Great River Road, Route 61 north, through well-kept farmland and lots of fireworks stands to the Route 136 Spur. Here is Sheffler's Rock Shop and Geode Mines, sacred ground to geode hunters around the world. Sheffler's famed "Keokuk Geodes" are the only gemstone-quality geodes in the U.S.; the mine is the only one of its type in the country registered with the U.S. Bureau of Mines.

A geode is a round rock containing a cavity that's lined with rock crystals, typically quartz. To the untrained eye, on the outside it looks like a mudball. But real collectors can spot a valuable specimen, one that may contain amethyst, agate, jasper or chalcedony.

Check in at the shop, a showplace built by Betty Sheffler and her husband in 1972 with rocks and minerals from every state and many foreign countries. Betty gladly shares stories about geodes and collectors, like former Philippine President Ferdinand Marcos, who was a steady customer.

"When you open up a geode, you're the first person ever to see it, you and God," Betty observes. "We hurry through life, so when you stop and open a little gray rock and see its beauty, that's something pretty great."

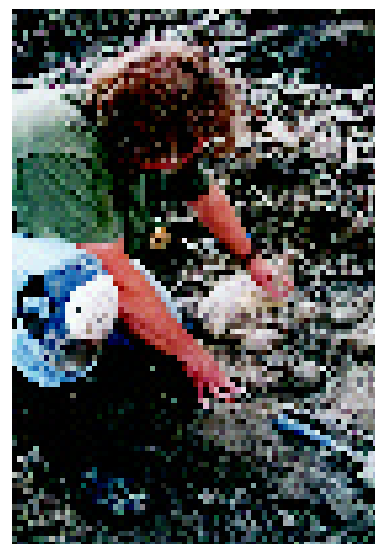


**Betty Sheffler, owner of Sheffler's Rock Shop, and her son, Tim.**



Betty's son, Tim, says he's been a rock hound since he was 12. He gets a kick meeting geode miners from around the world. The cost is \$15 to remove 50 lbs. of geodes (roughly a 5-gallon bucket) from one or both Sheffler mines, which Tim will direct you to. There, geodes lie scattered on the ground, or you can mine them from the shale beds with a pickaxe and shovel.

At this point, Missouri's Great River Road follows Route 61, which crosses the Mississippi just past Alexandria. But if you keep going up the Route 136 Spur to Wayland and follow Route 136 west, you'll reach Kahoka, the Clark County seat.



**Tim Sheffler at work in the geode mine.**

This busy, agricultural town is growing, and new businesses are setting up shop there. The "Missouri Mule Capital," Kahoka hosts the popular Clark County Mule Festival every September. Admission is free. Events include a Mule Parade, Mule Pull and other wacky mule competitions. Next year's festival will be held Sept. 21-22.



From Kahoka, take Route 81 north to Route CC and the Battle of Athens (Athens) State Historic Site, the setting for the northernmost Civil War battle fought west of the Mississippi River. The battle on Aug. 5, 1861, lasted three hours, and 500 Union Home Guardsmen troops defeated 2,000 pro-South Missouri State Guardsmen. There were only 50 casualties on each side. The battle will be re-enacted next August.



**Thome-Benning House, Athens**

During the battle, a cannonball pierced the 1841 Thome-Benning House, barely missing the occupants. The entry and exit holes are covered with plexiglass. The house is being carefully restored while it serves as headquarters for the beautiful 400-acre park, which once was a thriving village of 800 residents.

Other restored buildings still line the town's old lanes. It's a serene place to stroll while you reflect on the history and beauty of Missouri's Great River Road.

**Until next time, may your destinations be exciting and the journeys to them eye-opening. ■**

# The Mississippi River Parkway Commission *of Missouri*



The Great River Road is a 3,000-mile system of parkways and highways along both sides of the Mississippi River from Canada to New Orleans. More than 400 of those miles are in Missouri.

Missouri became the birthplace of the Great River Road in 1936, when Gov. Lloyd C. Stark asked the Missouri State Planning Board to consider a parkway along the Mississippi. The concept led to the formation of the National Mississippi River Parkway Commission in 1938. The commission includes nine other states along the river plus two Canadian provinces.

The commission, based in Minneapolis, preserves, promotes and enhances the scenic, historic and recreational resources of the river. It also fosters economic growth along the corridor, and develops and promotes the Great River Road National Scenic Byway.

Each of the 10 member states also has its own commission; the Mississippi River Parkway Commission of Missouri is housed in Jefferson City at MoDOT headquarters, the umbrella agency for the organization. The commission includes two state senators and two representatives, plus five public members appointed by the governor. The Missouri departments of Conservation, Agriculture, Natural Resources and Economic Development assist the commission's efforts.

"Recreational travel has always been very popular, and the Great River Road is an excellent recreational drive," says Mark Kross, assistant to the director of project development at MoDOT and commission secretary. "Lately,

more and more Missourians are discovering or rediscovering the Great River Road."

The Missouri group's accomplishments recently earned the national commission's Annual Pilot's Award. The state group was cited, for the second time, for outstanding achievement in pursuing the commission's goals and objectives. Kross received the commission's Distinguished Service Award for his work on behalf of the Great River Road on the state and national levels.

Among its recent major achievements, in early 2001 about 190 Missouri Great River Road signs were installed from Hannibal to Iowa and from Perryville to Arkansas. As a result, the Great River Road is now marked continuously all along the Mississippi River in Missouri.

The MoMRPC recently published a Missouri Great River Road guide, detailing highlights along the route. The group also is working on a bird-watching route and map of prominent birding sites, as well as interpretive signs noting the geology, history, culture and other aspects of Missouri's fascinating Great River Road.

For more information, contact Mark Kross at (573) 751-4606, or:

The Mississippi River Parkway Commission  
P.O. Box 59159  
Minneapolis, MN 55459  
(763) 212-2560  
[www.mississippiriverinfo.com](http://www.mississippiriverinfo.com).

# Highlights 2001 Annual Report

*Continued from page 13*

## South

**Bill Emerson Memorial Bridge** – Construction is progressing on the main span of this new 4,000-foot long structure across the Mississippi River at Cape Girardeau.

**Route 13** – The highway is being widened from two to four lanes between Route 83 to south of Collins.

**Route 13** – Building a new Route 13 past Reeds Springs and Branson West in Stone County.

**Route 13** – Three new interchanges are being built in Bolivar at Route 83, Polk County Route T and Route 32. Route 13 is being widened to four lanes.

**Route 19** – Grading was completed for relocated lanes between Cuba and Steelville in Crawford County.

**Route 21/47** – Replace bridge and intersection at Routes 21 and 47 in Washington County.

**Route 28** – A bridge being reconstructed in Pulaski County will be dedicated as the Veterans Bridge.

**Route 60** – Four-lane construction is being done between Route 21 north and Route 21 south in Carter County.

**Route 60/63** – Construction of a four-lane bypass around Willow Springs to freeway standards.

**Route 63/160** – Both routes were widened to five lanes in West Plains, and an intersection is being rebuilt.

**Route 67 (Poplar Bluff Bypass)** – The construction of a new four-lane section along three and a half miles of Route 67 from the Route 60 interchange to two miles south of Route M in Butler County was completed.

**Route 67/Route 32 Interchange** – The new westbound Route 32 access ramp onto southbound Route 67 in Farmington was completed.

**Route 71** – This major route is being relocated and widened to four lanes from Kelly Springs to just north of Route 76.

**Route 249** – This bypass will connect I-44 with Business Route 71, north of Joplin, reducing congestion.

**Route 360** – A new road is being built to connect Route 13/60 and I-44 west of Springfield.

**Route 412** – The route is being upgraded to four lanes between Hayti and Kennett with grading work on the Hayti bypass underway. Additional roadway preparations continue in Dunklin and Pemiscot counties.

**Route 465** – A new highway and new bridges will connect Route 65 and Route 76, offering access to areas on Branson's west side without traveling all of Route 76. ■

**Route 65** – A new interchange is being built at the busy crossroads of Sunshine and Route 65 in southeast Springfield.

**Route 67** – Construction is progressing on a new four-lane section along three miles of Route 67 in Madison County and a new interchange at Route E.



### A Piece of the Pie

Missouri highways are supported by funds collected from portions of a motor-fuel tax, a sales and use tax, and vehicle licenses and fees. However, not all of this money is available for state highways. Much of it is redistributed to counties, cities and other state agencies.

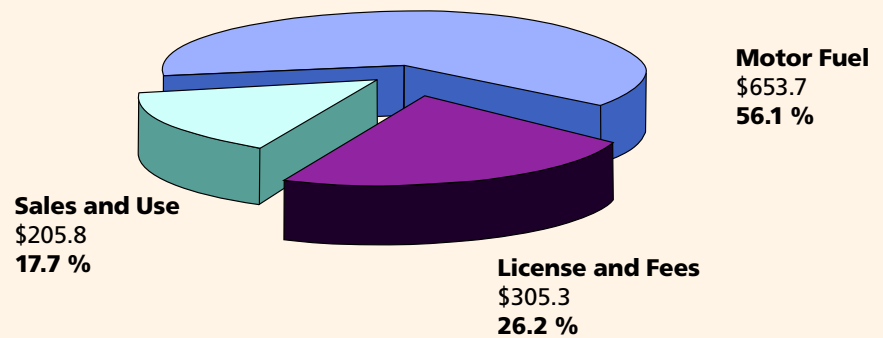
In fiscal year 2001, state highways received only about 61 percent of the user fees collected for roads and bridges. Approximately 9 percent went to counties, 12 percent to cities, 17 percent to other state agencies and 1 percent to Hancock refunds.

These charts show how funds are collected and distributed.

#### State User Fees Collected \* for Roads and Bridges

Millions of Dollars

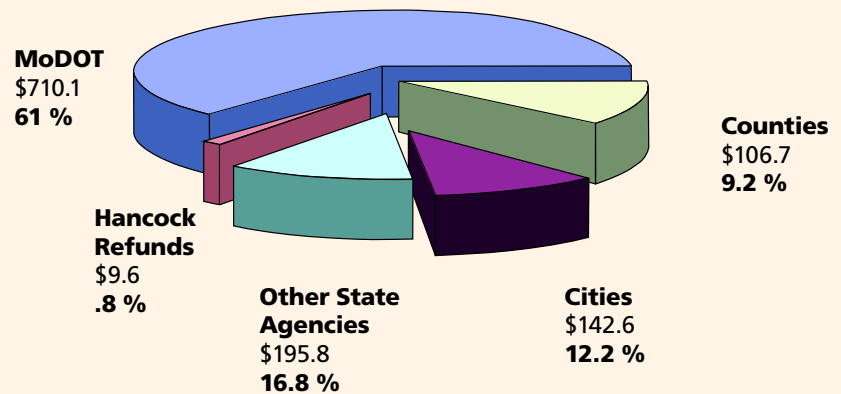
Total \$1.165 Billion



#### State User Fees Distributed \* for Roads and Bridges

Millions of Dollars

Total \$1.165 Billion



\*Net of Motor-Fuel Tax Refunds (\$44.2 Million)

# Financials

## For the Record: MoDOT's Financial Statement

MoDOT's financial data is verified by an independent accounting and auditing firm. The department submits a comprehensive report to Missouri legislators each year that contains financial statements, transportation planning and project information.

This report shows MoDOT's FY 2001 road and bridge actual revenue and expenditures in thousands of dollars.

The report is available on the Internet at [www.modot.state.mo.us](http://www.modot.state.mo.us). Copies also are available at MoDOT offices in Chesterfield, Hannibal, Jefferson City, Joplin, Lee's Summit, Macon, St. Joseph, Sikeston, Springfield and Willow Springs.

### Revenue

Federal Reimbursement	592,366
State Revenue	
Available for MoDOT	763,944
Funding for Other State Agencies	182,575
Cost Reimb. from Other Political Subdivisions	74,557
Total State Revenue	1,021,076
Series A Bond	255,969
<b>Total Revenue</b>	<b>1,869,411</b>

### Expenditures

#### Administration

Personal Service	26,388
Fringe Benefits	13,901
Expense and Equipment	10,757
<i>Totals</i>	<i>51,046</i>

#### Construction

Personal Service	81,544
Fringe Benefits	33,450
Expense and Equipment	55,992
Program and Contractor Payments	781,651
Right of Way Acquisition	68,620
<i>Totals</i>	<i>1,021,257</i>

#### Maintenance

Personal Service	116,590
Fringe Benefits	50,229
Expense and Equipment	116,194
<i>Totals</i>	<i>283,013</i>

#### Service Operations

Personal Service	15,866
Fringe Benefits	6,634
Expense and Equipment	72,862
<i>Totals</i>	<i>95,362</i>

Article X Hancock Refunds	2,271
Other State Agencies	182,575

<b>Total Expenditures</b>	<b>1,635,524</b>
---------------------------	------------------

Figures in thousands of dollars.  
Expenditures based on spending from State FY 2001 appropriations.

## Looking Ahead

During the development of the Long-Range Transportation Direction, Missouri-ans told MoDOT they want a safe system. They also said they want us to take care of the existing system.

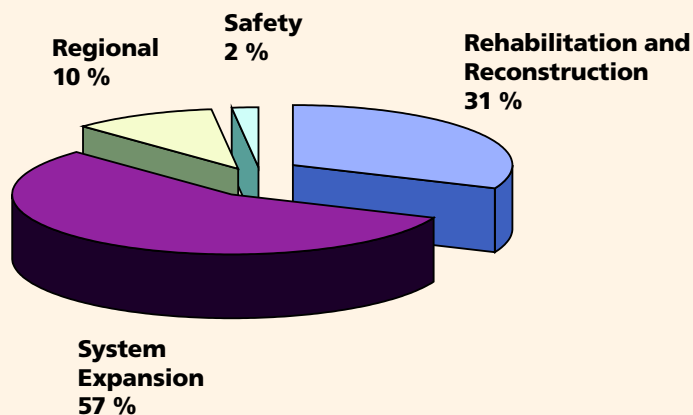
These charts reflect that shift in philosophy from highway expansion toward maintenance. To ensure the safety of Missouri state highways, new plans will dedicate more resources to rehabilitation and reconstruction rather than growth.

Because current funding levels do not meet Missouri's needs, MoDOT had to make a decision. The department could either expand the system and let our current highways and bridges deteriorate further, or it could preserve what we have now.

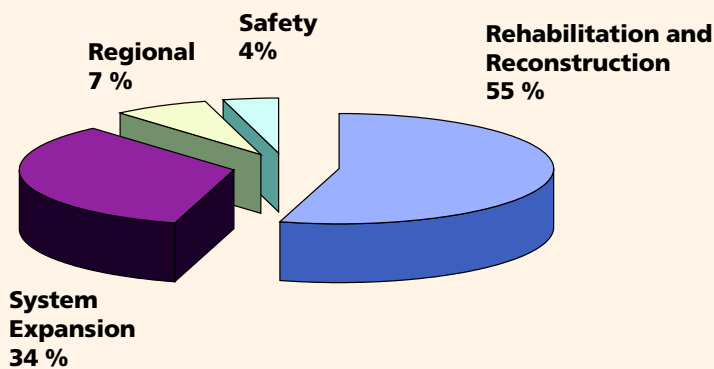
The top pie chart shows approximately 57 percent of the highway budget going toward expansion, with the remainder allotted to rehabilitation and reconstruction, regional priorities and safety.

There will be a reversal in that formula in the next few years. Between 2004 and 2006, approximately 34 percent of the budget will be spent on system expansion, with 55 percent going to rehabilitation and reconstruction – almost the exact opposite of previous years.

**Distribution of Funds**  
2002 - 2003



**Distribution of Funds**  
2004 - 2006



# Coming this Spring in Pathways



## Work-Zone Changes Ahead

Motorists can expect fewer traffic delays and more convenient traveling as MoDOT unveils its new work-zone philosophy for the upcoming construction season.



## They Dig School

So it's not ancient Egypt or prehistoric Peru ... Missouri has enough significant sites and artifacts to keep MoDOT archaeologists busy with preservation, research – and outreach.

## Subscribing to *Pathways*

*Pathways* is published by the Missouri Department of Transportation to cover transportation news, issues and trends. Send requests, comments, suggestions or address changes to:

***Pathways***  
Missouri Department of  
Transportation  
Public Affairs  
105 W. Capitol Ave.  
Jefferson City, MO 65102

(573) 751-2840 or  
1-888-ASK MODOT (275-6636)  
[www.modot.state.mo.us](http://www.modot.state.mo.us)  
email:  
[comments@mail.modot.state.mo.us](mailto:comments@mail.modot.state.mo.us)

*The mission of the Missouri Department of Transportation is to preserve, enhance and support Missouri's transportation system.*



**Maramac Spring Cable Bridge** near Steelville.



Missouri Department of Transportation  
Public Affairs  
105 West Capitol Avenue  
Jefferson City, MO 65102

Address Service Requested

**PRSTD STD**  
U. S. Postage  
**PAID**  
COLUMBIA, MO  
PERMIT NO. 31